



MONTANA AERONAUTICS COMMISSION

MONTANA
and the
SKY

Volume 17 No. 3

March, 1966

19 MONTANA FLIGHT INSTRUCTORS ATTENDING REFRESHER COURSE

Nineteen qualified Montana Flight Instructors are presently attending an 8 day Refresher Seminar in Great Falls. The course, sponsored by the Montana Aeronautics Commission with the cooperation of the Montana Aviation Trades Association, the Federal Aviation Agency and U. S. Dept. of Commerce, Weather Bureau-ESSA, is directed to refresh instructors on procedures and up grade their methods of instruction.

The 19 trainees participating are: Allan S. Anderson, Billings; Albert F. Bergmann, Great Falls; William K. Colman, Butte; Craig C. Cook, Hamilton; Herbert B. Fisher Jr., Belgrade; James A. Ford, Missoula; Gail J. Keilman, Billings; Gary J. Martin, Malta; Steve R. Oglesby, Peerless.

Norman W. Rasmussen, Culbertson; Richard Rundell, Helena; Robert L. Sanderson, Missoula; Fredrick J. Schneider, Helena; Larry L. Schweitzer, Lewistown; Wayne L. Sperling, Miles City; John M. Stowe, Great Falls; Bert Swainson, Livingston; Donald Van Manen, Plains; Ralph S. Young, Billings.

Instruction is being presented by Federal Aviation Agency personnel from the FAA Academy in Oklahoma City; Great Falls, Billings and Helena,

Montana and Weather Bureau personnel from Helena and Great Falls.

Instructors Are:

FAA Academy, Oklahoma City, Oklahoma—James W. Campbell, Carl L. Edmison, James E. Shelly.

FAA, Great Falls, Montana ATC—Loren S. Foot, Bernard J. Majerus, Lee C. Ward, Don Smith.

Helena/Billings GADO—Fritz Lueneburg, Arthur Kurth, Tom Spencer.

FAA participation was arranged through the cooperation of Loren Foot, local FAA Coordinator, Great Falls and Lee Mills, local FAA Coordinator, Helena.

Weather Bureau - ESSA—Great Falls: John W. Hamilton, Arthur L. Jacobson, Harold A. Ward, Arthur J. Rozett, Jr., Lew A. Harney.

Helena: Mr. R. Dightman. (Mr. Dightman is the area coordinator for the Weather Bureau for the course.)

The flight portion of the course will be under the supervision of the GADO Inspectors, Lueneburg, Kurth and Spencer. Instruction on the Flight Portion will be:

Al Hardy, Plentywood.

Richard Hickox, Plentywood.

A. J. Ledbetter, Havre.

Robert Lohof, Great Falls.

Robert Simpson, Lewistown.

An awards banquet will be held on Monday evening, March 7th through the cooperation of the Montana Aviation Trades Association.

WINTER AIRPORT DEDICATION AT WHITEFISH

On February 19, the City of Whitefish and the Flathead County Airport Board held what was probably Montana's only winter time airport dedication. The dedication was held in conjunction with the winter carnival and festival at Whitefish.



Governor Babcock addresses the dedication crowd. Standing left: Bill Montgomery of Aerial Survey, Kalispell who did an excellent job as Program Chairman. Standing in background is Dick Adams, Chairman of the Flathead County Airport Board.

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Official Monthly Publication
of the
**MONTANA AERONAUTICS
COMMISSION**

Box 1698
Helena, Montana

Tim Babcock, Governor

Charles A. Lynch, Director

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Carl W. (Bill) Bell, Vice Chairman
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IN MEMORIAM

FRANK A. TAYLOR

1906 - 1966

Northwest Airlines
Helena, Montana

HERMAN H. HENRICKSON

1895 - 1966

First President MPA
Billings, Montana

VOR COMMISSIONED

The Flathead County VOR was commissioned on January 30. This VOR is located 6.4 nautical miles southeast of the Flathead County Airport. This is a class L-BVOR and the identification is FCA. The frequency is 108.4 m.c. The VOR is unusable beyond 20 nautical miles below 17,000 feet MSL from 350 degrees to 060 degrees because of reduced coverage in high terrain. The communication outlet is Missoula, Montana Flight Service Station which transmits on 108.4 m.c. and receives on 122.1 and 126.7 m.c. The VFR service provided by Great Falls Center on 120.4 m.c. has been discontinued.

MICRO WAVE TOWER PLANNED NEAR TERRY AIRPORT

The Montana Aeronautics Commission received notice from the Federal Aviation Agency that the Western Micro Wave Company was planning on constructing a 300 foot micro wave tower approximately 4 miles from the Terry airport. The tower location was planned for a hilltop near the airport which would be in a direct line from the Miles City and Glendive airports. Because of this strategic location the Montana Aeronautics Commission opposed the 300 foot tower at this location and our comments were referred to FAA for consideration. The Montana Aeronautics Commission recommendations were not implemented by the FAA and on February 23 we received the following notification from the FAA.

Excerpt from FAA Aeronautical Study Number CE-0E-65-1050.

A letter of comment was received from the Montana State Aeronautics Commission calling the attention to the fact that the structure as proposed would extend 640 feet above the Terry airport elevation and is on a direct course for aircraft operations between Terry and Miles City airports. Agency study revealed the structure would be located approximately 4.4 miles southwest of the Terry airport and approximately 31 miles northeast of the Miles City airport. The site is also located more than 2 miles east of four permanent landmarks (U.S. Highway No. 6, Yellowstone River, and two railroad tracks) which afford the VFR pilot excellent ground reference in order to circumnavigate the tower if required. Therefore, pursuant to the authority delegated to the Federal Aviation Agency, it is found that this structure would have no substantial adverse effect upon the safe and efficient utilization of navigable airspace and it is hereby determined that the structure would not be a hazard to air navigation provided it is obstruction marked and lighted in accordance with FAA standards.

This determination is effective and becomes final on March 29, 1966 unless a petition for review is filed under Section 77.37. All interested Montana pilots can submit petitions for discretionary review and they must be filed in triplicate with the Chief, Obstruction Valuation Branch, Federal Aviation Agency, Washington D.C. 20553 and the petitions must contain a full statement of the basis upon which it is made.



CALENDAR

February 27 - March 7, Great Falls—Fourth Montana Flight Instructors Refresher Course.

March 1, Billings—Montana Chamber of Commerce Aircade.

March 7, Great Falls—Awards Banquet for FIRC.

March 7, Great Falls—Montana Aeronautics Commission's monthly meeting.

March 7, Livingston—MPA local hangar meeting.

March 8, Butte—MPA local hangar meeting.

March 11, Oklahoma City, Oklahoma—Utility Airplane Council—General Aviation Briefing.

March 12, Lewistown—Ninety-Nines monthly meeting.

April 15, Billings—Montana Airport Management Association annual meeting.

April 29, 30 & May 1, Livingston—Montana Pilots Association annual convention.

May 15, Jordan—Airport Dedication.

May 20-22, Bakersfield, California—Shafter Airport. International Championship Stock Plane Races. Accompanying air show and display—dance and awards banquet. For further information write: Bakersfield "100", P. O. Box 5656, Bakersfield, California 93308.

June 2—Deadline for Al Ward Flying Scholarship Contest entries to be received at International Headquarters in Wichita, Kansas.

July 4, Polson—Flying Farmers Fly In Pot Luck at Baldwin's ranch, Finley Point.

July 30 - August 5—Louisville, Kentucky—International Flying Farmers Convention.

STATISTICS

(Montana Aircraft Accidents)

61/37
65/22
6/0
4/0

	Accidents Total	Fatalities
1964 total	61	37
1965 total	65	22
1965 as of this date	6	0
1966 as of this date	4	0

WHITEFISH

(Continued from Page 1)

The Honorable Tim Babcock, Governor of the State of Montana was featured speaker at the dedication. Governor Babcock commended the city and county for their airport development in the county, particularly at Whitefish and stated that the city would benefit tremendously from the airport facility.

Ten aircraft of all sizes flew in for the airport dedication and about 300 people from town turned out. Snow was removed from the Whitefish airport by city crews which was a tremendous job and the snow banks were about 8 feet high on the edges of the runway.



James Monger, Assistant Director of the Montana Aeronautics Commission, with local and visiting royalty standing in the background.

James Monger, Assistant Director for the Montana Aeronautics Commission spoke and gave the background story of the Whitefish airport. This general aviation utility airport was sponsored by the County through the Montana Aeronautics Commission general aviation utility airport program. Richard Adams, Chairman of the Flathead County Airport Board, gave a brief address and other dignitaries introduced were the Mayor of Whitefish and the President of the Chamber of Commerce. The speakers platform also held Queens and royalty from the winter carnival in Whitefish and the Lilac Festival in Spokane. The ceremony ended with a sky diving exhibition and then adjourned.



View of runway on Dedication Day—Note the Snow!!

MAMA TO MEET IN BILLINGS ON APRIL 15, 1966

The annual meeting of the Montana Airport Management Association will be held in the Northern Hotel on April 15, 1966 according to Ed Swetish, President. Swetish is Airport Manager of the Beaverhead County Airport at Dillon. Program chairman for this year's meeting is Robert Michael, Airport Manager of Logan Field, Billings. Michael urges all airport managers and airport board members and interested fixed base operators and city and county officials to attend.

The program for the day will consist of a Mayor's welcome, then a panel discussion on airport crash and rescue techniques presented by the Air Force and Billings Fire Department. A second panel will discuss airport zoning and approach path protection. A third panel will discuss airport financing and a fourth panel will discuss airport exclusives and minimum standards. There will be an indoor demonstration of the dangers of static electricity around aircraft refueling and various manufacturers and aviation industry displays pertaining to airport maintenance.

The program promises to be very full and interesting and one of the largest attendances to date is expected. Look for further details in the April issue of Montana and the Sky.

SEVERSON AIR ACTIVITIES SOLD TO HOLMAN

On February 9, 1966, after 20 years and 9 days in the aviation business in Montana, Mr. and Mrs. Chester Severson sold their flight operation (Severson Air Activities) in Great Falls to Holman Aviation Company (formerly Skyways). President Homer Holman, is another long established Montana operator.

Chet Severson began his flying career in 1935—from 1939 to 1941 he instructed flying clubs around the state and CPT students in Arizona. Chet served with the United States Air Force as a flight instructor, a B-24 Pilot in India and flew the "Hump" to Burma. Upon returning from the service in 1946, Chet secured the first Cessna dealership in Montana and set up a flight service in Cut Bank. In 1955 he moved his flight operation to Great Falls. There Chet established a growing operation that provided Flight Instruction, Charter, Fuel, Hangars and Minor and Major Repair. At the time of the sale, Severson's employed 12 persons including Mrs. Marjorie "Pepper" Severson, Secretary, receptionist and bookkeeper.

There are no two persons that have been more actively interested in Montana aviation than Chet and Pepper. They will be missed in our aviation industry, however, Chet did assure us they will be remaining in Montana and will "keep flying." The Severson's expressed their thorough enjoyment of working the past 20 years in the industry and their contact with a wonderful group of people—The Montana flyers!!

MAC extends best wishes to the Seversons and to Homer Holman in his new and expanded operation.

FLYING FARMERS ENJOY FLY IN AND BOWL

Thirty Two members of the Montana Flying Farmers and Ranchers Association attended a "Fly In and Bowl" at Columbus on February 5th.

A pleasant afternoon of bowling was followed by a buffet supper served by FAA members Mr. and Mrs. Chester Moran, proprietors of the Air Bowl Lanes.

Bowling was resumed in the evening with the teen and junior members joining in the FUN!!!!

DID YOU KNOW THAT

As of late June, 1965 a total of 1,415 objects have been orbited in Space of which 613 are still circling the globe. Only 161 of these 613 are payloads with 134 belonging to the U.S., 23 to the Soviet Union, two to Great Britain, and one each to Canada and Italy. In addition, there are 14 deep space probes (7 U.S. and 7 U.S.S.R.) on course somewhere in the solar system.

DID YOU KNOW THAT

The world's heaviest traveled airline route between two cities is that which connects Los Angeles with San Francisco. More than 2½ million airline commuters are expected to fly back and forth between these two points in 1965.

DID YOU KNOW THAT

In Mexico pilots of light aircraft must pay for the use of radio navigation aids while flying. They have a choice of paying \$24 for a year's unlimited use or by the "use". In-flight weather reports, for example, range from \$2 to \$4 each.

PROGRESS: The continuing effort to make the things we eat, drink and wear as good as they used to be.

FOR SALE: 1946 Cessna 120—85 h.p. engine—Mark IV radio—good tires—wheel extensions—good fabric. Excellent condition throughout. \$2,200.00. Hangared at Culbertson airport. Contact: Rev. Charles Mears, Medicine Lake. Phone: 789-2421.

FEDERAL AVIATION AGENCY ITINERARY LISTING



Airport	March
Bozeman (Gallatin Field)	
Culbertson	
Glasgow	16
Glendive	
Great Falls (International)	10
Lewistown	
Miles City (Municipal)	24
Missoula	24
Sidney	23

HAVE YOU READ?

Air Transport World Magazine February 19, 1966 issue, article entitled "Some ABC's in Terminal Design" by A. C. Furchgott Jr., publishers address—916 Shorham Building, Washington D.C. 20005.

MONTANA'S BOB SCHELLINGER RECEIVES "COPTER" AWARD

Robert Schellinger, Johnson Flying Service of Missoula, was awarded the "Helicopter Pilot of the Year" award at the recent convention in Dallas, Texas, of the Helicopter Association of America.



Bob Schellinger

The award, originated in 1960 by Fairchild Hiller, is presented annually for an outstanding piloting feat or for consistently outstanding aeronautical ability. The recipient must be a civilian pilot active in commercial flying. In considering candidates for the Award, major emphasis is placed on the humanitarian aspects of the individual's achievements in addition to the technical capabilities that have been shown. Bob is the second Johnson Flying Service pilot to receive the award. Rod Snider was the recipient in 1961 for the rescue of 20 smoke jumpers during a serious Montana forest fire.

The 1965 Award was presented to Bob for accomplishing a night rescue of two young mountain climbers in the Tetons last August. The two boys, seriously injured in a fall were picked up after dark and flown by Schellinger to the hospital in Jackson, Wyoming. The rescue was particularly difficult due to extreme darkness and unfamiliar territory.

Attending doctors stated that had the rescue not been accomplished that night it was very likely that one, and possibly both boys, would have succumbed to their injuries and shock.

Bob has an outstanding record as a pilot, having flown since 1956 in

Montana, accumulating approximately 4000 hours in helicopters and has participated in almost every phase of "copter" flying. He has established a superior record in performance and safety in mountain flying—having had no serious accidents nor ever injured a passenger.

Johnson officials stated in their recommendation of Bob that his qualifications show him to have the highest possible standard that one can achieve as a civilian pilot. MAC extends the heartiest "Congratulations" to Bob Schellinger for this well deserved acknowledgement.

Letters to the Director

Dear Mr. Lynch:

Following is a resolution adopted, passed and read at the recent Montana Aviation Trades Ass'n., annual convention held in Bozeman, Montana:

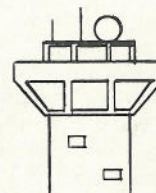
"Whereas, the MATA has felt for many years that the airway beacons were one of our best safety and navigational aids and the Federal Aviation Agency has now decommissioned all but a few of these and;

Whereas, the MAC was requested by MATA to continue these beacons at a state level;

Now, therefore, be it resolved that the members of this association go on record to thank the MAC and particularly Charles Lynch, Director, for the prompt and expeditious manner in which they implemented this request."

Very truly yours,
Montana Aviation
Trades Ass'n.

(signed)
Jeff Morrison, President.



TOWER

OPERATIONS

January, 1966

	Total Operations	Instrument Operations
Billings	8404	988
Great Falls	5418	712
Missoula	4098	441
Helena	2440	198

FLYING FARMER CONTESTS

AL WARD SCHOLARSHIP

President Clay Greening of the Montana's Flying Farmers reported that "now is the time" for eligible students interested in competing in the Al Ward Flying Scholarship Contest to begin planning their entries.

Requirements Contestants

1. This contest is open to all boys and girls who have reached the age of 15 and have not passed their 19th birthday by September 1, 1966.
2. Contestant's parents must be active or associate members of International Flying Farmers, Inc., or actively engaged in farming or interested solely in agriculture.
3. Contestant must be unmarried.
4. Previous international winners are not eligible to compete.

To Enter

Mail entry and photograph to the president of the Flying Farmer organization of the state or province in which contestant resides.

Montana: Clay Greening, 516 Washington, Laurel, Montana.

Entry

1. Story form essay written after research in the field of aviation.
2. Subject: "Aviation—From 1945-1950."
3. Essay must be of not more than 500 words.
4. Entry must be typewritten.
5. Entry must first be submitted to the state or province chapter of the Flying Farmer association in which contestant resides.
6. Each state or province will hold a separate contest and will judge all entries submitted to their state or province chapter.
7. One winning entry from each state or province chapter will be forwarded to International Flying Farmers, Inc., and must be accompanied by a recent medical certificate, a photograph of the contestant and three copies of the winning entry.
8. The state or province winning essays must be received at the international headquarters in Wichita by June 24, 1966.
9. International judging will be held at least thirty (30) days prior to the International Convention and winners will be notified as soon as possible.
10. An international winner must attend The International Flying Farm-

ers Convention at Louisville, Kentucky, July 31 - August 5, 1966.

ARCHER INTERNATIONAL SCHOLARSHIP AWARD

A \$500 College Scholarship will be awarded to the International Flying Farmer TEEN who scores the highest grade in competitive Private Pilot examinations at the International Convention each year (Boy or Girl).

The examinations will be given by FAA and they have agreed that only passing grades will be recorded. Consequently it is wise for a **Flying Farmer Teen** to take the examination even though he is not fully prepared. He can come back and take it as many years as he likes and when a passing grade is made the **Teen** will be given credit by FAA.

His Private Pilot's License would then be issued as soon as the age requirement has been met and the flight test has been passed.

Requirements and Provisions

The \$500 scholarship by the Archer Petroleum Corporation may be used at any accredited four year college or university. Trade schools, correspondence schools and so forth, do **not** qualify.

The scholarship money will be sent to the college chosen by the winner for use by the winner at the time of registration with instructions to the college that the first semester registration fee is to be paid from this fund. The balance of the \$500 fund is to be given to the winner by the college at the time of second semester registration, to be used for registration and other expenses.

This International Flying Farmer Teens competitive project is to be sponsored entirely by the Archer Petroleum Corporation and other companies are to have no connection with the project in any way.

In the event the top winner of the scholarship does not choose to go to college in the fall of the year in which he graduates from high school, then the scholarship shall go to the second place winner.

Eligibility

A. To be eligible to compete for the Archer Scholarship Award, the Teen member must be a teenager (14 through 19). When his 20th birthday arrives, he is no longer eligible.

B. Married teenagers are considered adults and are not eligible to compete.

C. Any Teen who now holds a private license or has had a private license is **not** eligible.

D. A Flying Farmer Teen may win the International Archer Scholarship Award one time only.

KING RADIO AWARD

General Provisions

1. The name of the award is the "King Radio Corporation Award for College Completion."

2. The amount of the award is \$300.00 per semester (\$600.00 per year).

3. The award shall be made for the fall semester of 1966.

4. The successful applicant will receive the initial \$300 at the time he enters his Junior year in college, and may be eligible for continued grants of \$300 each semester through his senior year. To be eligible for the additional grants he must remain unmarried and, at the completion of each semester furnish the Award Committee a transcript of his grades for the semester just completed together with such other information as the Award Committee may request.

5. The award may be used at any accredited four year college or university. Trade schools, correspondence schools, etc., do not qualify.

6. This competitive award is to be sponsored entirely by King Radio Corporation, Inc., and other companies are to have no connection with the project in any way.

7. In the event the top winner of the award does not choose to continue to go to college during the next semester following his selection, the award shall then go to the second place winner.

8. Winners are privileged to attend the college or university of their choice, so long as it is an accredited institution, and may select the course of training they wish to follow.

9. The award may be used for any purpose incidental to receiving a college education—tuition, books, laboratory fees, or living expenses.

Eligibility

1. Any unmarried male is eligible to compete for an award provided he is enrolled in or has completed his Sophomore year in college and is recommended for an award by a member of the International Flying Farmers.

2. The successful applicant will

be determined each year by the Award Committee. The Award Committee will base its decisions on the applicants' overall character, qualities of leadership, seriousness of purpose and financial need. (Objective will be to select a well-rounded individual whose education would be hindered without financial assistance).

3. Applications must be received by March 31 of each year to be eligible for consideration for the award for that year.

Applications

1. Applications may be obtained from and should be submitted to: King Radio Corporation Award Committee, c/o International Flying Farmers, Municipal Airport, Wichita, Kansas 67209.

2. Applications must be accompanied by a transcript of college credits and a letter of recommendation from the sponsoring member of the International Flying Farmers. For further information contact: Clay Greening, 516 Washington, Laurel, Montana.

LIVINGSTON HANGAR NEWS

The monthly meeting of the Livingston hangar of the Montana Pilots Association was held on February 7th in the Administration Building at Mission Field.

The State Convention's tentative schedule was discussed and forwarded to the State MPA Secretary for review at the State Director Meeting.

Committee Reports were given on the convention and past activities.

The next regular meeting was scheduled for March 7th with MAC's Assistant Director James Monger to be the featured speaker.

AIRCRAFT FOR BID: 1946 STINSON 108—150 HP—TT Airframe, 3697 hrs.—SOH on Engine, 782 hrs.—Wings recovered 1961. Let for legal bid—Notice will appear in the Independent Record, Helena. Anyone interested should write to Virgil Janes, Clerk of the School Board, 7th and Allen, Helena. Phone: 442-5773. All interested persons that have notified Mr. Janes will be sent a copy of the newspaper advertising the bid. Bids must be submitted for opening dates as advertised.

FOR SALE: 1947 Ryan Navion, a beauty with new paint—new retract links—new hydraulic pump—new main tires—Palo Alto tail, all AD's complied—Mark II—Low freq. 1102 on engine—475 SMOH—1613 on airframe—annual June '66. \$6,000 firm. Contact: Tom Messelt, Great Falls. Phone: 453-1459.

FOR SALE: Stinson Voyager 150—Radio equipped—Top condition—\$950 down—\$95.45 monthly—Will trade for Piper PA-18-PA or PA-16. Contact: Ernest Tooke, Ekalaka, Mont.

GEORGE HOUDEK 1965 SAFETY AWARD WINNER



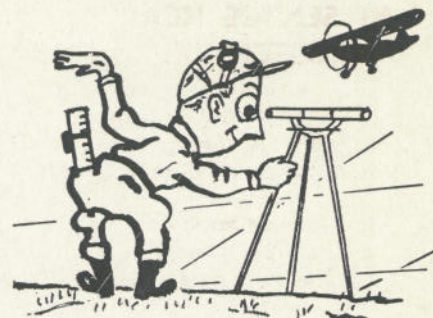
George Houdek receiving his Safety Award, presented by Governor Babcock. Lee Mills, Supervising Inspector for the FAA's Helena General Aviation District Office standing to the left.

At a presentation ceremony held in the Governor's offices in the State Capitol Building in Helena on February 25, Governor Babcock presented a plaque and certificate to George Houdek of Shelby for being the recipient of the 1965 FAA's Aviation Mechanics Safety Award for Montana.

George won the award for his fabrication of a guard for the seat reclining handle on an aircraft. The operator submitting the nomination for George stated that, the seat reclining handle on his aircraft was being inadvertently actuated by the seat belt assembly causing the seat-back to recline and the pilot to fall away from the controls. This was extremely startling and could cause loss of control of the aircraft on takeoff or climb out. George's guard for the handle in the area of the seat belt protects the handle from an accidental actuation.

The Safety Award Program initiated by the Federal Aviation Agency in 1963, is designed to select mechanics who have made outstanding contributions to aviation safety during the past year. It is the hope that this program will bring greater recognition to the mechanics and to emphasize their vital role in air safety.

AIRPORT NOTES



by James H. Monger
Assistant Director, Airports

BILLINGS. The City of Billings is now planning on a large addition to the Terminal Building at Logan Field. A preliminary architectural and engineering study will be made of the Terminal Building to determine the scope of the project. The total study itself will cost approximately \$14,000. Billings requested a \$1,000 preliminary engineering grant which was approved by the Montana Aeronautics Commission on February 9. It is anticipated that the total project will take place over a period of the next three years.

HAVRE. The City County Airport Board at Havre is now ready to advertise for bids for the extension of the east/west runway at Havre. The runway extension will cost approximately \$60,000 of which one half will be paid by the Federal Aviation Agency and the remainder will be paid through a loan from the Montana Aeronautics Commission to the local airport board. The City County Airport Board received approval from the Montana Aeronautics Commission on March 9 for a ten year loan for the amount of \$100,00. \$70,000 of this loan will be used to repay the balance of an existing loan and the remaining \$30,000 will be used on the current project. Morrison and Maierle Consulting Engineers of Helena are handling the engineering details.

DID YOU KNOW THAT...

The Wright brothers' first successful powered flight at Kitty Hawk, North Carolina on December 17, 1903 covered a distance of a little more than 120 feet, or about 22 feet short of the wing span of one of today's large jet airliners.

MAC PRESENTS TESTIMONY AT SENATE HEARING ON CUSTOM BILL S1596

By CHARLES A. SMITH,
Commission Attorney

Mr. Charles A. Smith, an attorney for the Aeronautics Commission appeared as a witness and presented testimony on behalf of the Montana Aeronautics Commission at the United States Senate Commerce Committee Hearing in support of Senate Bill S1596 which was held in Washington D. C. on February 9 and 10.

Senate Bill 1596 which was introduced by Senator Monroney of Oklahoma would abolish the present exorbitant and excessive customs inspection charges made on aircraft which come to the United States from Canada after regular business hours during the week and on Sundays. The matter of exorbitant and excessive custom charges, which in some instances can be as high as \$60 to inspect one aircraft, has long been of deep concern not only to the Montana Aeronautics Commission but also to such organizations as the Montana Chamber of Commerce, the Montana Pilots Association, the Montana Aviation Trades Association and the Montana Flying Farmers and Ranchers Association.

The testimony presented by Mr. Smith supported S1596 and strongly urged its passage. In addition to the presentation of oral testimony, efforts were made within the short time we had, to gather as much evidence as possible to demonstrate to the senators on the Commerce Committee that S1596 should be enacted into law. In this connection, comments in support of this bill from Montana's aviation industry, organization and private individuals and officials of Montana's organizations concerning S1596 were submitted to the Senate Commerce Committee at the time of the hearing.

Almost all of the testimony presented before the Commerce Committee hearing on S1596 favored its passage. In view of this and the favorable remarks made by the Senators conducting the hearing, we are optimistic that S1596 will ultimately become law. Nevertheless, we urge all interested persons and organizations in Montana who have not already done so to send their letters of support for S1596 to anyone or

all of the members of the Montana Congressional Delegation in Washington D.C. Please send copies of all letters mailed to the Montana Congressional Delegation in support of S1596 to the Montana Aeronautics Commission. (This news article is presented in lieu of my usual article "A Case In Point.")

FAA INSPECTOR'S CORNER



Last month we touched on our number two pilot-killer, the stall-spin accident. This time we'd like to take a short look at some statistics for a recent year and see whether we can't draw a few conclusions and perhaps come up with something we can apply to our own flying. First, let's look at just the top five fatal accident cause factors in general aviation.

1. Flying VFR in IFR weather—127 Accidents.
2. Failure to maintain flying speed—125 Accidents.
3. Reckless flying—114 Accidents.
4. Misjudged distance/speed/altitude/clearance—49 Accidents.
5. Improper/inadequate preflight planning—48 Accidents.

Now let's look at the top five non-fatal accident causes:

1. Misjudged distance/speed/altitude—583 Accidents.
2. Improper operation of brakes, flight controls—on ground—420 Accidents.
3. Improper Level-off—319 Accidents.
4. Selected unsuitable terrain—306 Accidents.
5. Poor preflight planning—271 Accidents.

Already, a pattern is beginning to emerge. First, it's obvious that not many people survive a weather accident, or a failure to maintain speed. Secondly, the very human errors of misjudgement and poor planning show up pretty strongly, in both groups. Pilot technique figures very strongly in the non-fatals.

Next, we started wondering who is having the accidents, and what sort? Do the low-time inexperienced pilots make different mistakes than the old timers? So, we dug out the

figures for the two experience-level groups having the most fatal accidents, and for comparison the group having the fewest, and again picked out the five most frequent cause factors. The results looked like this:

Cause Factor	101-300 hours	1001-3000 hours	8000-10000 hours
Weather	38	17	2
Reckless flying	33	13	2
Lack of flying speed	22	24	2
Misjudge d/s/a/c	11	11	0
Planning	5	9	2

The pattern is plain now—only one gap in it. It's obvious that although the "old pros" are having far fewer accidents, the ones they do have stem from the same old mistakes the amateurs are making. (Incidentally, sneak a quick peek at the cause factors involving the most highly-trained, proficient pilots in the world—the U.S. airline pilots—and what do we find right at the top of the list? Our old friend, "Misjudged distance/speed/etc.!"

At first glance, all this might seem sort of discouraging—a fellow could get to thinking, "What's the use—it looks like I'm doomed to go on making the same old mistakes all my life." Actually, it's the other way round—since so many accidents stem from so few cause factors, there are only a few areas in which we as pilots need to concentrate our efforts. Planning, decision-making, judgement and technique; none of these are beyond our control to improve with just a little effort. (Reckless flying is something else—either you're going to do it or you aren't. If you are, it's just a matter of time.) It's no harder to form the habit of doing things right every time than it is to form a sloppy habit. The former will pay dividends out of all proportion to the effort expended, especially when the chips are down and we really need to be sharp.

And remember, regardless of statistics and rates—it's always zero until it hits you and then it's 100% so if we each keep our own personal rate at zero we'll have the best year Montana ever saw!

* * *

ACCIDENT PREVENTION

"Wheelbarrowing" appears to be a repetitive cause and a contributing factor in loss of directional control or inability to stop on the remaining

runway after landing. This results from pushing hard forward on the elevator control at high speed after touchdown and is magnified by use of flaps. The degree varies with the design and loading and is present only in tricycle gear aircraft. The effect is to lift or lighten the load on one or both of the rear wheels and place a higher load on the nose wheel. This results in a loss of directional control and reduces the effectiveness of braking.

It is common practice to "pin the airplane down" after landing by pushing forward on the control wheel. This is easily done to excess in some aircraft and results in this loss of control. While it is desirable to have the nose wheel on the ground during rollout, the use of brakes will tend to load the nose wheel and back pressure on the wheel may then be used with discretion to improve braking.

MAC STAFF VISITATIONS

DILLON. The Dillon hangar of the Montana Pilots Association had James Monger, Assistant Director of the Montana Aeronautics Commission, as guest speaker at their February 10 meeting. A pot luck supper was held at the Administration Building at the Beaverhead County Airport. About 25 pilots and their wives were in attendance. A film "Come Fly With Me Darlene" was shown and then Monger spoke on "Runway length and strength problems in Montana." The business meeting was then held and various MPA local projects were discussed. The Dillon Hangar meets the second Thursday evening of each month.

VALIER. The Valier Community Club held its monthly meeting at the grade school cafeteria on February 14. James Monger of the MAC office in Helena was featured speaking for the evening. One of the projects for the coming year of the Commercial Club is the redevelopment of the Valier airport. A dinner meeting was held and there were about 45 Community Club Members present. Monger commended the Commercial Club for their timely and most worthwhile project which is proposed for the Valier airport. He suggested that the E/W runway, taxiway, and apron be paved. The Valier airport gets a great deal of traffic from the faster tricycle geared aircraft now and he sug-

gested that the airport would be more usable all year round and easier on the modern aircraft if a pavement would be constructed. The Community Club was encouraged to request the Pondera County Airport Board to request a preliminary engineering grant so that a study could be made of the proposed airport improvements and costs. This study would then be reviewed by the County Commissioners and Airport Board to determine the extent of the airport improvements. Various financing procedures were also discussed and a question and answer period was held.

SCHEDULED

LIVINGSTON. Montana Pilots Association meeting at Livingston, March 7, James Monger speaker.

BUTTE. Butte Hangar Montana Pilots Association meeting March 8, James Monger, speaker.

OVER 300 ATTEND BILLINGS MPA BREAKFAST

Governor Tim Babcock and Lt. Governor Ted James were among the over 300 persons attending the second annual breakfast of the Billings, MPA Hangar. The breakfast was held on February 13th in the new facilities of Combs-Pickens Aircraft Co. on Logan Field.



Portion of the crowd during breakfast.

Other out of town guests attending were Mr. and Mrs. Bob Taylor, MPA State President; Mr. and Mrs. Clay Greening, President of Montana Flying Farmers; Mr. C. D. Markle, Glasgow MPA; Carl "Bill" Bell, Glasgow, MAC Vice-Chairman; Mr. John Vance, Helena, MPA and from the Livingston Hangar, Presi-

dent, Tom Fuher; Secretary, Bob Slick; and Ralph Moore.



A Group of the Breakfast Dignitaries. (left to right) Jim Pickens, Pickens-Combs; Bill Bell, Bob Taylor, C. D. Markle and Clay Greening.

Good food, good company and an excellent turn-out all contributed to making the breakfast a highly successful event.

AIRCRAFT COMPANY NEWS:

BEECHCRAFT AIRCRAFT CORP. REPORTS:

King Air:

The 100th Beechcraft King Air was delivered recently which signaled a step-up in production ordered recently for the pressurized, turbine-powered corporate twin. Customer demand for the King Air in the 12-month span of 1965 resulted in a late-fall production increase and further acceleration of production is anticipated. Leddy Greever, Beechcraft Vice-President of domestic sales announces the present production schedules call for 10 to 12 King Airs per month with additional increases anticipated.

Pressurization, range of 1500 miles and short field capability have made the King Air most popular with business executives reports Wyman Henry, Vice President of Marketing.

C33 Debonair:

Michael G. Neuburger, Beech Aircraft Corp., Vice President of export sales announced that Lufthansa German Airlines, already operating eight Beechcrafts in its Aviation College training fleet, has ordered 16 C33 Debonairs for delivery in March 1966. Lufthansa, one of the worlds leading international air carriers, set up their flight training school in 1953 and two beechcraft twin bo-

nanzas were among the first airplanes utilized in its training programs.

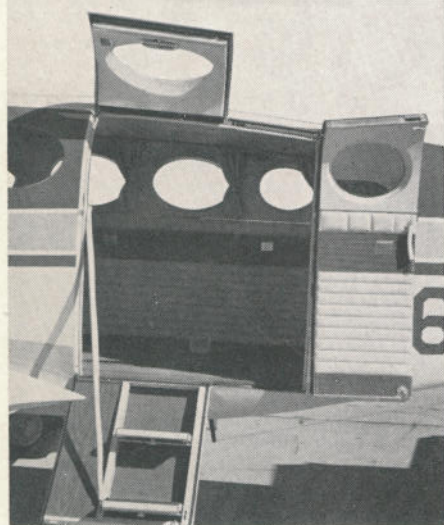
* * * *

CESSNA AIRCRAFT COMPANY REPORTS:

Model 411:

Cessna announced a new twin door option to be available on Model 411's scheduled for delivery after February 15, 1966.

The new twin door provides an opening 45 inches high and 40 inches wide. With an option, a second vertically hinged door adjoins the rear side of the standard air step passenger door. When both doors are open at the same time it provides an entrance large enough for large bulky items.



General Sales Manager, Richard N. Robinson, stated that customer acceptance of the 411 during its first year, (1965) more than confirmed Cessna optimism about entering the executive twin class—and acceptance of the Model 411 has

substantially exceeded their expectations.

310 K Price Cut:

Price of the 1966 Model 310 K has been reduced by \$3,000 making the second major price cut in Cessna's 1966 line. Robert Lair, Vice-President of Cessna Twin Engine manufacturing division announced that increased twin volume has permitted the company to provide an improved aircraft at a lower price. Twice as many twins were delivered in calendar 1965 as in 1964. Cessna has moved third to first place in twin unit sales and they expect the twin volume to continue to grow.

Priced at \$59,950, the 310 K has a number of new features ranging from easily noticed changes such as the large picture windows to less visible, but equally important, changes as the 84-pound useful load increase. The useful load has been boosted to 2,090 pounds providing luggage capability to match passenger capability.

SIGNIFICANT INCREASES FORECAST BY FAA

U.S. domestic and international scheduled airlines will carry nearly 160 million passengers and fly almost 113 billion revenue passenger-miles by fiscal year 1971, according to the Federal Aviation Agency's latest five-year aviation forecasts released today. The forecasts were prepared for use in planning FAA's Five-Year Program.

The predicted airline activity is almost twice that of fiscal year 1965, when U.S. air carriers flew 95 million passengers and 63 billion revenue passenger-miles.

Other areas in civil aviation also show significant growth trends. The total U.S. airlines fleet is expected to increase from its January 1965 level of about 2,100 aircraft to about 2,400 in 1971, with jets tripling from 564 planes to 1,690. Among the jets, two and three-engine types will increase from an inventory of 108 to nearly 950. Local service carriers will generally convert to turbine equipment by 1971, in contrast to local service operations today which are primarily with piston-powered planes.

General aviation (non-airline) active aircraft will increase from 88,742 as of January 1965 to 123,400 by 1971.

FAA'S NEW APPOINTMENTS

J. HENDERSON NAMED CHIEF OF LEWISTOWN FSS

James A. Henderson assumed the duties as Chief at the FAA's Lewistown Flight Service Station on the first of February.



Mr. Henderson, Minnesota native, received specialized training in various military service schools in Radio Communication Operation; Pilot Training; Weather Observing and Pilot Weather Briefing. He has completed several FAA Instructor and Management Courses and holds a Private Pilot's license.

Jim served with the U. S. Army from 1941 to 1945 in communications and was stationed for 2½ years in the Aleutian Islands. He joined the FAA in 1946 as an Aircraft Communicator in Golvea, North Dakota. He was transferred to Grand Forks, North Dakota, where he remained until his promotion to the Lewistown post.

The Henderson's have two children—a daughter who will continue her studies at the University of North Dakota and a 14 year old son who is an avid hockey player. Jim lists hunting, fishing and camping as his favorite hobbies.

* * *

W. LEFFLER NAMED CHIEF, DILLON FSS

William D. Leffler assumed his

new post on February 1st, as Chief of the FAA's Dillon Flight Service Station.



Bill, born and raised in Nebraska, served in the United States Air Force as a radio operator. Following his discharge from the Air Force in 1954, Bill joined the Federal Aviation Agency. He was stationed at Grand Island, Nebraska until his Montana appointment.

The Lefflers have two sons, Bradley, 5 and Brian 3½.

* * *

DAVID RASK JOINS HELENA DISTRICT OFFICE



David T. Rask began his duties in February as Civil Engineer in the Dis-

trict Airport Engineer's office in Helena.

A native of Rochester, Minnesota, Dave attended the Rochester Jr. College and the University of Minnesota. He was employed with K. M. McGhie, Consulting Engineers, until 1958 when he was employed by the FAA in their Airports Division at Minneapolis.

Dave is a Registered Professional Engineer, State of Minnesota and holds a Private Pilot License. Dave lists "fishing" as his favorite pastime.

Dave, wife Helen, son Richard and daughter Jule reside at 1925 - 9th Avenue in Helena.



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

STUDENTS

Clark, James Q.—Billings
Allie, Jr., Samuel E.—Glasgow
Herigstad, Faye A.—Shelby
Belcher, Ronald K.—Lavina
Barovich, Michael J.—Billings
Lindley, James M.—Billings
Robinson, John W.—Missoula
Mahowald, Michael A.—Minneapolis, Minnesota
Deville, Richard F.—Bearcreek
Crowder, David L.—Missoula
Smalley, Lawrence H.—Billings
Newton, Harold Lee—Helena
Connors, John F.—Butte
Pappas, Larry D.—Billings
Feezell, Sammy E.—Opheim
Corneliusen, Allen B.—Terry
Drentlaw, David A.—Northfield, Minnesota
Wommack, Rex—Billings
Kavon, Anthony W.—Raymond
Blees, Gerald J.—Bowman, N.D.
Uihlein III, Herman A.—Milwaukee, Wisconsin
Hollar, Robert J.—Fort Harrison
Martin, Homer C.—Billings
Hansen, Frederick D.—Billings
Peplinski, Thomas J.—Glendive
Strong, Gerald E.—Lewistown
Brewer, Clyde B.—Roundup
Failng, Charle K.—Miles City
Ketterline, Harley—Billings
Granmoe, Ronnie G.—Glendive

Gierke, Jr. William—Miles City
Youderian, Becky L.—Lincoln
Richardson, Dick B.—Miles City
Huck, Herbert—Lewistown
Jones, Mary P.—Harlowton
Heligstad, Robert W.—Shelby
Joseph, Lloyd C.—Williston, N.D.
Nelson, Wayne A.—Missoula
Eisenmenger, Donald J.—Great Falls
Jacobsen, Charles—Fairfield
Nathe, David M.—Kalispell
Foley, Raymond K., Jr.—Naugatuck, Connecticut

Gue, Carl S.—Great Falls
Burkett, John C.—Great Falls
Smithson, William L.—Somers
Smith, Lowell A.—Malta
Christian, Steven E.—Shelby
Grinde, James A.—Shelby
Quick, Anthony E.—Anaconda
Hall, Leland L.—Bigfork
Olson, Shirley C.—Helena
Wolf, Kenneth M.—Shelby
Lesh, Leo J., Jr.—Great Falls
Threlkeld, Duane L.—Great Falls
Robinson, Francis W.—Highwood
La Brie, William J.—Whitefish
Kelly, Michael J.—Bozeman
Hornick, Robert J.—Missoula
Kohler, Anton Jr.—Missoula
Moronick, William J.—Great Falls
Wood, Wayne J.—Gildford
Farrar, James C.—Shelby
Anderson, Carl J.—Polson
Klovstad, John W.—Malta
Young, William M.—Helena
McClain, Charles A.—Missoula
Barnes, Bruce B.—Wolf Creek
Montgomery, William C., Jr.—Olney
Everett, Richard O.—Missoula
Komberec, Thomonthy D.—Drummond
Joyce, Laurel A.—Missoula
Adkins, Ray N.—Missoula
Shuey, Steven L.—Missoula
Schrimpf, George E.—Alliance, Nebraska
Timmons, Gerald D.—Missoula
Shumsky, Glen A.—Cut Bank
Fithian, David G.—Drummond
Sikorski, Thomas J.—Willard

PRIVATEs

Lucas, James P.—Miles City
Williams, Kent B.—Billings
Jordan, Mary Ann—Wilsall
Fleming, Mary E.—Livingston
Morgan, James M.—Billings
Erickson, John R.—Billings
Kendall, Jr. Wen W.—Billings
Wilson, Howard L.—Miles City
Lovelace, Robert O.—Williston, N.D.
Kampfe, Helen M.—Red Lodge
Schweigert, Weldon W.—Great Falls
Ross, Thorild A.—Bozeman

MEMBER

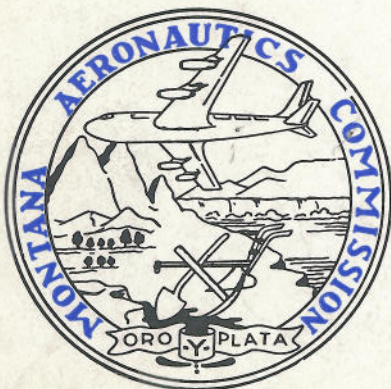
NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."

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